

# TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

## **IMPORTANT:**

THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES AT THE BEGINNING OF STANDARDS NO. MD 104.00.

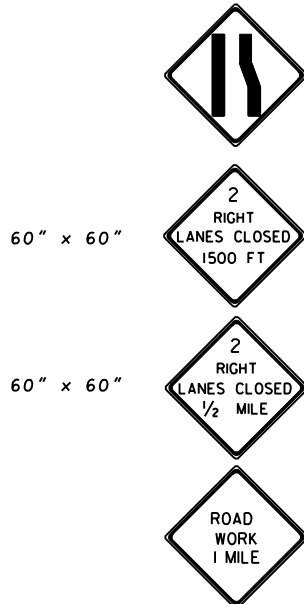
## **NOTES:**

FOR THE TYPICAL 2 LEFT LANES CLOSURE THE CHANNELIZING DEVICES SHALL BE SET UP SYMMETRICALLY TO THE 2 RIGHT LANES CLOSURE SETUP AND THE SIGNING SHALL REFLECT THE 2 LEFT LANES CLOSURE. RAMP SIGNING REMAINS THE SAME.

CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 25 FOOT INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE ENTRANCE POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY ENTRANCE.

## **KEY:**

- ■ CHANNELIZING DEVICES
- SIGN SUPPORT  
— FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE
- ○ ARROW PANEL



SPECIFICATION  
**104**

CATEGORY CODE ITEMS

APPROVED

DIRECTOR - OFFICE OF TRAFFIC AND SAFETY



APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 9-10-96	APPROVAL 9-27-96
REVISED 10-1-01	REVISED
REVISED	REVISED
REVISED	REVISED

**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  
**ENTRANCE RAMP TREATMENT/EXP-FREEWAY**  
**GREATER THAN 40 MPH/OVER 12 HRS.**  
**OR NIGHTTIME USE**

**STANDARD NO.**

**MD 104.28-01**